GRUMMAN plane news

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First F-14 accepted by Iran at Calverton

In brief but significant ceremonies, the first F-14 made by Grumman for the Imperial Iranian Air Force was accepted by His Excellency, Ardeshir Zahedi, Iranian Ambassador to the United States, on January 8, at Calverton. A little over a month after its first test flight, the Tomcat was formally presented to the Iranian government by Joe Gavin, President of Grumman Corporation, and Rear Adm. John Alvis, program director of the Grumman-Iran F-14 contract for the Navy.

The ceremony, held in Hangar 2 of Plant 7, was opened with the playing of the Iranian National Anthem and The Star Spangled Banner. The F-14, painted familiar desert camouflage colors and bearing the red, white, and green IIAF insignia, was situated behind the speakers platform.

Jack Bierwirth, Chairman of the Board of Grumman Corporation, introduced Ambassador Zahedi, Adm. Alvis, Gavin, and the Iranian Consul General in New York City, A. Asbaghi. The Iranian representatives were Youssef Akbar, Iranian Consul in Washington, D.C., Shahdad Zand, Washington embassy staff, Col. S. Etehad, Military Attache, and Capt. Cyrus Baharmast, Naval Attache.

In his opening remarks, Bierwirth said to the audience of Iranian guests, US naval officers, and Grumman personnel:

"This is a genuinely memorable day. This is a day which marks the beginning of a new chapter in Grumman's history. And we greet this day with pride, gratitude, and dedication.

"Our pride is in our plane, the F-14. Over many years it was developed in teamwork with the United States Navy and it embodies the most advanced technology available in America today. It is the world's most effective fighting aircraft. We have every confidence, Your Excellency, that the F-14 will form a strong protective shield around your country—just as it is protecting the United States Navy today.

"Our gratitude is to Iran. At one time the very competence of our F-14 was attacked in certain quarters. When His Imperial Majesty, The Shahanshah, chose the F-14 and added his well-recognized reputation as an expert on aircraft to the steady support that we have been receiving from the Navy—then the opposition became quiet.... And we all remember very well those days a year ago last fall when circumstances required a massive refinancing of our company. We re-

(Continued on page 3)

Iranian Ambassador Ardeshir Zahedi (L) examines F-14 model with Grumman Corporation President Joe Gavin and Adm. John Alvis (R).

people

When George Lubin of Grumman left in November for a 10-day guest speaking engagement in Russia during the 250th anniversary celebration of the U.S.S.R. Academy of Sciences, President George Skurla sent along a message of congratulations and a model of the Grumman-built Lunar Module that landed U.S. astronauts on the moon during the NASA Apollo project.

Dr. M. V. Keldish, President of the Academy accepted the gift in Moscow along with Grumman's "wishes for continued success" in aerospace endeavors. Replying to the complimentary gesture, Keldish said in a return letter, "Thank you from the depth of my heart for your warm congratulations on the occasion of the Jubilee ... which will remind me of many meetings with colleagues in the USA who are also involved in space technology."

An acknowledged expert on plastics, Grummanite Lubin speaks fluent Russian and translated the Academy president's reply.

Best Wishes. George Lubin (R) chats with Dr. M.V. Keldish, (L) president of the U.S.S.R. Academy of Sciences and Dr. N.S. Enicolopyan, vice-chairman of the U.S.S.R. Institute of Chemical Sciences. Congratulatory message and L.M. model sent by President George Skurla rest between them.

The last laugh ...

There was at least one surprised person among the many thousand who attended the annual 25-year luncheon at the Huntington Town House last month. When one of the new quarter-century Grummanites got around to opening his new silver-anniversary memento, the timepiece nestling in the case somehow didn't look quite as spiffy as he had pictured it would. It was an Accutron case, certainly, but the watch itself was, well, much smaller and definitely not as rich looking as he had expected it to be. But when his best friend who was also attending the function assured him that it was good looking even though it was small, he felt better—not great, but better.

Then his friend, in reaching to get a better look at the watch, dropped it on the floor. That did it. The new quarter-century clubber's smile cracked in as many places as the watch did when it hit the tile surface. What a shock! Waiting 25 years for a watch only to see it ruined before he even had the chance to wear it. And when a group standing nearby watching the incident broke into gales of laughter, he couldn't understand it. He should have—he's famous for his practical jokes, so, when he was slated to receive his 25-year watch, his friends cooked up what they thought was a fitting put-on, and with some sleight-of-hand they made the switch and brought off what could be the practical joke of a quarter-century. And yes, they did return his "real" Accutron watch, and this one looked just as he thought it would.

Last month when Capt. Matt Crane piloted an Army-Grumman OV-1D Mohawk from Stuart to Bethpage (he was accompanied on the last leg of the trip by Herb Grossman), it was a significant milestone in the formulation of Grumman's new Product Development Center. The Mohawk was being delivered to the Center where it will undergo modification to incorporate an infrared suppressor which will reduce the IR spectrum of the exhaust plume to lessen the effectiveness of heat-seeking missiles. Upon arrival, Crane (C) and Grossman, who is director of the Product Development Center, were greeted by Vice President Tom Kane (2nd L), deputy director of Business Development; Joe DiMaggio (L), Customer Requirements; and Jerry Goldmacher (R), program manager for the IR modification work. The program is being carried out under contract to the Aircraft Survivability Equipment Project Manager at the Army Aviation Systems Command, St. Louis. (Photo by Larry Van Wallendael)

Travelling to Iran?

If you're planning to travel to Iran, whether it's on a short business trip or for a longer stay there, John Marshall, director of Field Administrator & Liaison has this advice:

As soon as you receive notice of intended travel, make out a Travel Request and call Field Administration & Liaison, Ext. 1801, for a processing appointment. While the travel request is being processed, and approvals are solicited, processing services for passports, visas, innoculations, security clearances, and medical examinations will be initiated by FA&L.

Marshal says that Field Administration will provide the necessary services but he cautions Grummanites that all travel to Iran will be restricted until the Medical Department provides a clearance and the Security Department issues a Secret security clearance.

Note to parents

Parents are reminded that dependent health insurance on children who attain age 19 before the end of January 1976 will expire on February 1, 1976, unless they are full-time students. ((Coverage on full-time students expires the February 1st following their 22nd birthday.)) Transfer to one of several plans of individual health insurance is available on a direct-payment basis. Applications and rate information are available from Employee Services Offices and the Insurance Department in Plant 28.

Parents of children who are incapable of self-support because of mental or physical handicaps, and who reach age 19 before February 1, 1976, may call Dolores Stierle, Ext. 1040, for information concerning continued dependent coverage under the Grumman Group Insurance Plan.

Make your bid

GAA is offering three bridge clinics—for beginners, for intermediates, and for advanced players. All sessions will be held in the Plant 30 cafeteria starting at 5:30 for eight consecutive Thursdays. Hugh Montague, president of the Grumman Bridge Club, will conduct the bridge seminars.

Beginners — for all those with little or no knowledge of the game, from February 12 to April 1.

Intermediates — for those wishing to correct, refine, and improve basic techniques, from April 8 to May 27.

Advanced — for those who wish to improve their skills to the expert level, from June 3 to July 22.

For additional information, contact Montague on Ext. 3863.

First Tomcat accepted by Iranian ambassador

On tour. After the acceptance ceremonies, Iranian Ambassador Zahedi climbed into F-14 cockpit (top) for a closer look. Above, the ambassador talks with Grumman President Joe Gavin (L) and Plant 7 manager Jim Peters. At left, Grumman Board Chairman Jack Bierwirth (R) chats with A. Asbaghi, Iranian Consul General in N.Y.C. (Photos by Dick Sander)

(Continued from page 1)

member that the Government of Iran—through its Melli Bank—played a key role in making it all happen. The refinancing came quickly and smoothly, and we knew our friends.

"Our dedication might be our strongest emotion. Your country, Your Excellency, is making the first major purchase of a Grumman product outside the United States. To reflect our gratitude and to fulfill our pride, we are dedicated to the total accomplishment of our role. God willing, we will produce on time and deliver on time. We will train ourselves so that we can most effectively train and support our Iranian comrades both here and in Iran—and we will stand ready to respond should an expansion of our role be desired."

Present log book

President Joe Gavin then presented the log book in which is recorded the history of the first IIAF Tomcat from its beginning; it was accepted by Adm. Alvis who then, in turn presented the log to the Iranian Ambassador.

Ambassador Zahedi began his acceptance talk by commenting on the good relationship between his country and the United States, "As our friend and as our ally, you have always tried to help us. ... Today it's a relationship between two allies and two friends. ..." The Ambassador, referring to his government's purchase of 80 F-14s then said, "Today we have been able to return part of the help which has been given to us in the past." He expressed his gratitude for the assistance and cooperation of the U.S. government and the Pentagon for helping the negotiations between Iran and Grumman become a reality.

Mentioning the important role the Persian Gulf countries have in supplying oil to Europe (75 percent), Japan (90 to 95 percent), and the U.S. (20 percent) and of Iran in keeping peace in the area, he said, "You can see how important strategically and economically Iran is. We are determined, under the leadership of His Majesty, The Shahanshah, to do our utmost to preserve the peace in that area and to see that other countries who are dependent on us actually enjoy the same benefit."

During his remarks, the Ambassador called the F-14, a "... beautiful, wonderful airplane, which technologically is one of the most advanced in the world."

Tomcat model

President Gavin then made the presentation of a special model of the Tomcat to the Ambassador saying, "At this point, I would like to present—on behalf of all of us at Grumman, and particularly on behalf of President George Skurla and my close associate in Grumman Aerospace—this model of the F-14, which we would like to have you arrange to present to His Imperial Majesty as a token of our interest and respect."

The last speaker, Adm. Alvis, briefly outlined the history of the Iranian F-14 program, saying it was "Almost precisely two years ago today that the first letter offer was signed for the first F-14 to go to the government of Iran." He admitted thinking, at the time, that it didn't seem possible to deliver it in such a short time. "... But two years later, Grumman has done it. ... I think that is quite an accomplishment that deserves a great deal of recognition."

F-14 delivery

The first three Tomcats are scheduled to arrive in Iran on January 25. They will be flown nonstop the 6,000 miles from Calverton to Khatami Air Force Base by Navy crews and will be refueled over the Atlantic. Thereafter, the remaining 77 fighters purchased by Iran will be delivered, two each month throughout this year and three a month through 1977 into the middle of 1978.

Holiday cheer. For the 17th year-in-a-row, the Shipping and Spares Consolidation Department in Plant 17 have held a Christmas drive for St. Mary of the Angel's Home in Syosset. On hand to deliver this year's gift of $1,500 were: (L to R) Eleanor Dehner, Tony Friscia, Jerry Mason, Sister Olivia, Joe Cipp, and Linda Kost. (Photo by Marie Trimborn)

GRUMMAN plane news

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New pension law expands employee eligibility

On September 2, 1974, President Gerald Ford signed the historic Employee Retirement Income Security Act, commonly referred to as the Pension Reform Bill. This bill affects the pension rights of approximately 42-million American workers. It also assures that employees who belong to approximately 300,000 private pension plans across the nation, with assets of more than $210-billion, will be eligible to receive their pension benefits after a stipulated number of years of service. Existing pension plans must have complied with most aspects of the new legislation by January 1, 1976.

How does this new Federal legislation affect the Grumman Pension Plan? "We have always been proud of our pension plan," says Bob Bradshaw, Grumman Corporation Secretary. "Because our plan has always been among the finest in industry, the only significant change we have had to make to comply with the new law is in the area of eligibility—effective January 1, 1976, all Grumman employees who are 25 years of age with one year's service became members of the company plan."

Eligibility

Although the Pension Reform Act does not require companies to establish pension plans, an existing plan or one established in the future must include all employees age 25 or over with at least one year's service. Beginning January 1, all Grumman employees 25 years of age who have been with the company for one year or more are covered by the plan. According to the Federal legislation, one year's service is comprised of at least 1,000 workhours in a 12-month span. (This provision is in addition to the current eligibility requirement for membership in the Grumman plan which is five years of service regardless of age.) It is still necessary, however, to start with the company prior to age 60 to become a member of the Grumman plan.

Vesting

Under the new law, all pension plans must meet specific requirements for vesting. Vesting is an unforfeitable right to receive pension benefits—depending upon age and length of service—upon retirement. One of the three vesting alternatives of the new law states that employees may be 100 percent vested after 10 years of service.

According to Bradshaw, Grumman's plan has for many years provided full or 100 percent vesting after 10 years with the company, and will continue to do so.

Survivor benefits

Under the new act, a company's pension plan rules must provide that the normal benefit for married persons result in at least 50 percent of an employee's pension going to the surviving spouse upon the employee's death. A company pension plan can still offer other payment options, however, such as full benefits to a retiree with no survivor benefits. This new law requires that married persons beginning retirement must specifically "elect out" of the normal option, if they choose to take another payment method.

"This survivor's benefit option has been in existence at Grumman for some time," says Bradshaw, "so the only change required in our plan involves identifying the survivor option as the 'normal benefit' for married persons."

Funding

The Pension Reform Act also requires a company to conform with specific standards for funding pension plans. This requirement is to assure that there are enough paid-in funds in a company pension plan to provide benefits for eligible members of the plan. Under the new law, pension moneys are to be paid into the plan on a regular basis by the employer to insure that adequate funds are available.

"Grumman's Employee Pension Plan is fully funded," says Bradshaw. "The company pays the entire cost of the pension plan—it costs nothing to individual members. Last year, for example, the company contribution to the plan was over $38-million." Once the money is placed in the Grumman Pension Plan trust fund, the company can not withdraw the money for its own use for any reason; it is held in trust for members of the Employee Pension Plan.

Information to employees

Under the new Federal legislation, each firm that has a pension plan is charged with the responsibility of keeping individual members informed—in understandable (non-legal) language—about the workings of the plan.

At Grumman, says Bradshaw, every employee receives the Pension Plan booklet at the time he or she becomes a member. Throughout an employee's career at Grumman, additions and revisions to the Pension Plan are communicated via letters and booklets sent personally to each member's home. The new Grumman Pension booklets will be distributed later this year.

As an employee nears retirement age, he or she is given individual counseling by representatives of the Pension Department in Personnel, to assure that the new retiree fully understands the available options. And, during retirement, an individual is provided additional counseling upon request.

In addition, each year all employees receive their own Personal Benefits Statement that highlights personal retirement benefits, insurance coverage, etc.

Pension Plan Insurance

As part of the new law, the Pension Benefit Guaranty Corporation has been established by the Department of Labor, from which companies across the nation are required to purchase insurance to guarantee their pension programs. The premiums companies pay (approximately $1 per employee annually) will create an insurance fund to pay retirees should a company go out of business or lack sufficient assets to cover retirement programs.

If you have any questions about the Grumman Employee Pension Plan, contact Joe Placenza, Pension Department, Plant 28.

Repeat appearance

Grummanites under age 25 may not be aware that from 1862 to 1966 a two-dollar bill was circulated regularly along with one, five, and ten-dollar denominations still familiar today. Now, Department of the Treasury Secretary William E. Simon has announced the reissuance of the note for April 13, 1976.

In making the announcement, Simon said, "While the design of the new note is consistent with the nations' bicentennial, it is not solely a bicentennial commemorative, but rather ... fulfills a permanent and practical role in the use of American currency."

The decision to reintroduce a mid-range denomination between the $1 and $5 notes was prompted primarily by the economic savings possible in reducing the actual number of bills produced by the Bureau of Engraving and Printing. About 1.6 billion one-dollar bills are printed each year, or 55 to 60 percent of all currency issued. The two-dollar bills are planned to supplant one-half of the "ones" in circulation within a few years—resulting in lower production volume in paper, ink, and handling. In this way, by making less money the Treasury Dept. will be saving money in production costs.

The new note features an engraving of Thomas Jefferson, on whose birthday it will be issued. The back of the bill depicts the signing of the Declaration of Independence, in keeping with the bicentennial year of that event and Jefferson's authorship.

calendar

Aikido Club: every Mon. & Wed., 5:15 p.m., Pl. 35 cafe; guests welcome. Bob Bauman, x84636.

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 39, classroom 1; closed mtgs. Personnel Relations, x3521.

Amateur Radio Club: Wed., Jan. 21, 5 p.m., radio shack, roof of Pl. 5; local chapter; guest speaker: Dick Knadle, K2RIW, Airborne Instrument Labs.—"High Gain Antennas & Moonbounce Equipment on HF—420-1280 MHZ;" guests welcome. Emmett Goodman, x87125.

American Production & Inventory Control Society: Tues., Jan. 20, 6 p.m., Maine Maid Inn, Jericho Tpke. & Rte. 106, Jericho; local chapter; dinner & tech. presentation; guest speaker: Mendon Smith, L.I. Trust Co.—"Investing in Today's Economy;" guests welcome. Norm Heilweil, x2250.

American Society for Metals: Fri., Jan. 23, 6 p.m., Old Cntry. Manor, Hicksville; local chapter; glass blowing program; guests welcome. S. Carillo, x3076.

American Society of Mechanical Engineers: Wed., Jan. 21, cocktails 6 p.m., dinner 7 p.m., speaker 8 p.m., Holiday Manor, Hicksville Rd., Bethpage; L.I. Section; guest speaker: Dr. Sidney Schwartz, director of research, N.Y. State Dept. of Environmental Conservation—"Potential for Wind Energy & Bio-conversion Systems;" guests welcome. Larry Hahn, x1916.

American Society of Photogrammetry (No. Atlantic Region): Wed., Jan. 21, Maine Maid Inn, Jericho, cocktails 6:30 p.m., dinner 7 p.m., speaker 8 p.m. (RSVP by Jan. 16); local chapter; guest speaker: Raymond Driscoll, L.I. Lighting Co.—"Environmental Survey for Electric Generation Siting;" guests welcome. Warren Trott, x3277.

Coin Club (Bethpage): Wed., Jan. 28, 12:05 p.m., Pl. 25, vendor conf. rms.; informal lunchtime mtg. Ken Hale, x1936.

Coin Club (Calverton): every Fri., 1st lunch period, instr. conf. rm., Pl. 6; visitors welcome. Jerry Kreussling, x517-6844.

Duplicate Bridge Club: every Thurs., 6 p.m., Pl. 30 cafe; open competition; guests welcome. Hugh Montague, x3863/Erick Stern, x1294.

Fencing Club: every Mon., 4:30-6:00 p.m., Pl. 30 cafe. George Kegney, x86048.

GACE Flying Club: Fri., Jan. 16, 5 p.m., Pl. 28 auditorium; voting on const. amendment; guest speaker: Bob Bortis, GACE training director—"Engine Induction Icing;" guests welcome. Larry Hahn, x1916.

Grumman Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg. (at Pl. 3 rr crossing); reg. mtg.; guests welcome. Ray Muntz, x87409.

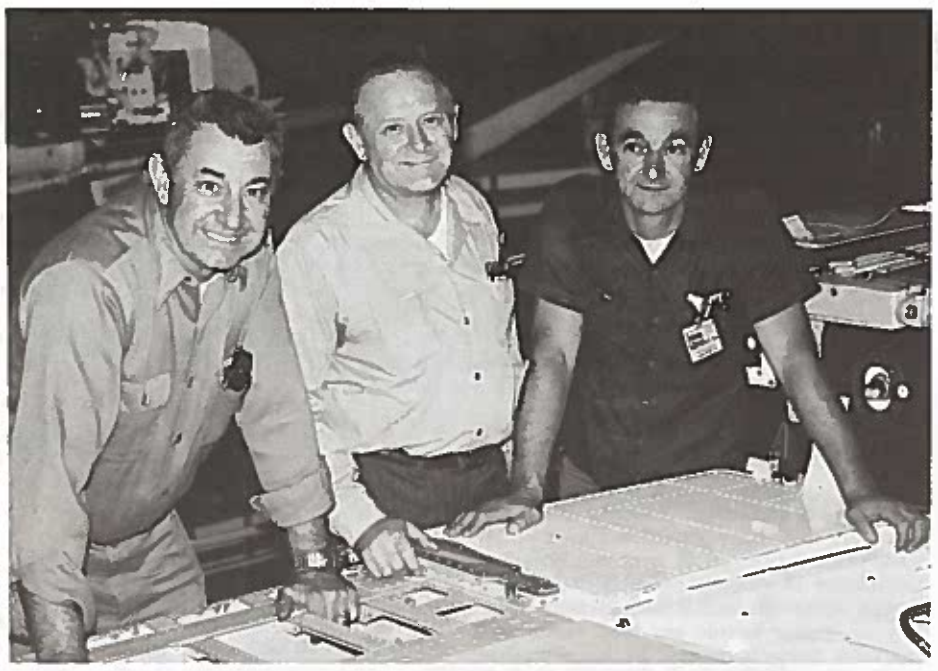
Karate Club: every Mon., Tues., & Thurs., 5:30 p.m., Pl. 35 cafe; building character thru physical exercise & self-defense; guests welcome. Hy Dreksler, x86812.

Retiree Club: Wed., Jan. 28, 1:30 p.m., Holiday Manor; reg. monthly mtg. Rete Looney, x2133. **Florida East Coast Chapter:** Thurs., Jan. 29, 12:30 p.m., Trade Winds Cafe. (Sears Town), U.S. Rte. 1, Fort Pierce.

Florida Suncoast Chapter: Tues., Jan. 27, luncheon 11:30 a.m., Holiday Inn, Crystal River.

Society of Logistics Engineers: Tues., Jan. 27, 5:45 p.m., Holiday Manor, Bethpage; Dist. 10, Chapter 1; business mtg.; guest speaker: Rear Adm. C. T. Foulders, Asst. Commander Naval Air Systems Command for Logistics/Fleet Support; guests welcome. Ken Webster, x1576/Vahe Jordan, x1936; work shop 5:00-5:45 p.m., Manor Room, Holiday Manor; speaker: Eunice Titcomb, Reliability & Maintainability Dept. of GAC—"An Overview of the Navy's 3-M Data System."

Stamp Club: first 3 Wed. of ea. mo., 5 p.m., Pl. 30 cafe. Steve Hoops, x87451.



Top trio. Marty VanEssendelft (L), Stanley Orlasky, and Ralph Warren (R) have 189 approved employee suggestions–and have netted $5,900 in U.S. Savings Bonds. (Photo by Dick Sander)

They've got the right idea win with 189 suggestions

The team of Warren-Orlasky-Van Essendelft is a real triple threat — by being active participants in the employee suggestion system, they trim hours off the production schedule, cutback on costs, and upgrade the quality of the F-14 Tomcat. Ralph Warren, Stanley Orlasky, and Marty VanEssendelft are in the Motivational Program Office's Hall-of-Fame.

Together, the Plant 6 trio have 189 approved employee suggestions accounting for over $250,000 in estimated savings for the company. A large percentage of those winning suggestions were submitted as a team.

"Working as a three-man suggestion force has several advantages;" says Warren, "first, there are three pairs of eyes to cover a larger area; second, with three people, there is less time spent individually when researching whether or not our solution will be accepted, and in filling out a suggestion form."

Adds Orlasky, a QC inspector: "And, we are able to combine our working experience — that's over 56 years' in Grumman manufacturing."

Leaders in the amount of approved ideas, these three don't view the employee suggestion program as "just another program."

"All our ideas help cut down the cost of the F-14," states Ralph. "We don't hesitate sending in even the smallest suggestion. The way we look at it is that every minute or ounce of metal that we're able to save on the program via suggestions will eventually add up to a substantial decrease in the Tomcat's price tag."

All are "very concerned" about the Tomcat and the competition from the lightweight fighter. "We think nothing of bringing home the G-799 suggestion form to fill out ... It has become another facet of our job."

Aside from their belief that "three heads are better than one," the Calverton trio attributes a large part of their success — and motivation—to the guidance and assistance they get from Plant 6 management. "It's more encouraging when you know that management is backing a program.

To date, Warren, Orlasky, and Van Essendelft have netted $5,900 in U.S. Savings Bonds. No individual, or twosome, has yet to come near their grand total of approved employee suggestions. But they are very willing to share the limelight. Chortles Warren: "It's very lonely on top."

Back to school

Application forms and general rules for the Grumman Tuition Reimbursement Program are now available at all Employee Service Offices (ESO) and Field Base Administration offices.

Students are reminded that applications for the Spring term must be filed with the Tuition Reimbursement Office, Dept. 327, Plant 39, within 30 days of the school's last date of registration.

Zambrowsky finds Field Service entrance to wide, wide world

Grumman Weapons Systems Rep Len Zambrowsky was already something of an aerospace veteran when he came to Grumman 11 years ago. He had been working for an EA-6A weapons system subcontractor when he got the chance to join Grumman as a Field Service rep at Cherry Point. He's never regretted the decision. His five years with Marine EA-6As led to his subsequent, present assignment working on the EA-6B weapons systems at Whidbey Island, a place and an assignment that he loves.

"I like the job here and I like the area," says Zambrowsky who was born and raised in Brooklyn but is not unhappy about leaving the big city. Zambrowsky, his wife, Sheila, and their three children have spent over five years now at Whidbey Island, a scenic, relatively unspoiled spot some two-and-a-half hours drive north of Seattle. "I love being near both the mountains and the water," he says, "especially in the summer when it stays light till 10 and you can spend hours hiking in the woods after work."

It wasn't scenic beauty, however, that first attracted Zambrowsky to the difficult and demanding job as a Field Service Rep. "It was the challenge of the work as well as the excitement of seeing different places," he says. Before joining Grumman, Zambrowsky had had no experience in extended tours overseas. His first deployment with the Marines to Da Nang during the Vietnam War was something of an eye-opener for him.

"It was an interesting assignment. I got a much better picture of what was happening there, and it wasn't nearly as hairy as I had expected it to be," he says of his seven-month stint, which ended, he says, some eight months before the war really heated up and regular rocket attacks on the base began.

Aboard carrier

But most of Zambrowsky's overseas assignments have been more typical; he's served most of his tours aboard aircraft carriers. He recalls his first reaction to the close, intense world aboard one of the Navy's great ships. "The first time you go aboard a carrier it seems like every bulkhead (wall) is only a couple of feet away and you can really feel the claustrophobia setting in." After a few days, however, a new rep gets his "sea legs," says Zambrowsky, and the walls "open up and the ship become a world of its own." Aboard a carrier, he says, everyone seems to fall into a 12 to 14 hour day, especially the Field Service reps who have a lot to do, with very little time to do it in.

Though Zambrowsky's interest in travel has waned as he's grown older—his travel is now mostly confined to the West Coast—he still fondly recalls the fascination of visiting foreign ports of call and

Len Zambrowsky

sailing into a new ocean for the first time.

About his present assignment working with VAQ-129 (the EA-6B training squadron), Zambrowsky says he most enjoys working on long-term problem-solving, such as his recent assignment to further upgrade reliability on the EA-6B. "I like being active," he says, " and working on jobs that keep you thinking." Being a part of Grumman Field Service at Whidbey, Zambrowsky finds plenty of opportunity to do both.

Lifesaving tips

Lightning *can* strike twice. Roy Sullivan, a park ranger in Virginia has survived five strikes ... but don't count on being so lucky. The last knocked him 10 feet in the air, burned a hole in his straw hat, singed his hair and clothes. The Empire State building has been hit more than five dozen times. Bolts of lightning are drawn to the tallest object in an area and conditions that attract them usually remain there to draw them again.

Anyone with astraphobia (chronic fear of lightning) should avoid Tampa, Florida, in summer and fall months when thunderstorms occur almost daily and bright flashes are common. Florida has more lightning storms than any other state — 90 to 100 thunderstorm days a year compared to 20 to 30 in New York. Nearly 200 Floridians have been struck since 1972, 49 fatally.

Precautions can be taken to lower the already low odds of being caught by lightning. If picnicking in the open and a sudden thunderstorm comes up, it is better to avoid the comparatively dry shelter of nearby trees and curl yourself into a ball on the ground. Golfers should drop their clubs — excellent electricity conductors — as the first indication of lightning nears the area.

Start registration for Training's after-hours courses

The Corporate Training and Development Department is offering a number of after-hours courses again this semester to help employees expand their knowledge and brush up on their skills. Registration is by phone, starting 8 a.m., Monday, Jan. 19, and continuing until 4:30 p.m., Friday, Jan. 23. There are no fees or tuition charges.

The courses listed are available to all Grumman employees. For some courses there are prerequisites. Students need not have fulfilled a particular prerequisite by taking voluntary education courses; courses taken elsewhere or work experience can prepare a student for the more advanced courses.

For all courses, a minimum registration of 15 students is required.

Enrollment procedure

Enrollment is strictly voluntary. Students may register by calling the Voluntary Education Office at the extensions listed below. Please note: a specific phone extension is assigned for registration for the day on which a course is given. Extensions listed below, marked by an asterisk (*), will be connected *only during the registration period.*

Registration calls will be accepted ONLY from 8 a.m., Jan. 19, through 4:30 p.m., Jan. 23, 1976, each working day.

Bethpage and other sites:

Monday evening courses — call Ext. 87521*

Tuesday evening courses — call Ext. 87522*

Wednesday evening courses — call Ext. 86860*

Thursday evening courses — call Ext. 1282*

All Calverton site courses — call Ext. 6886.

Certificates will be issued to those students who have attended at least 80 percent of the sessions and have achieved the course instructional objectives in a creditable manner. Further information can be obtained by calling the Voluntary Education Office on Ext. 84044.

There are no fees or tuition charges; however, students are expected to purchase their own textbooks. Textbooks may be purchased anywhere, but for students' convenience the Voluntary Education Office will have textbooks available for purchase through the course instructor.

Ad note

The *Grumman Plane News* first edition of the ad supplement for 1976 is being distributed today. To ensure that this publication is printed weekly, it is necessary for employees to submit only one advertisement each week. "At your service" ad forms are available at all ESO offices.

The following list of courses being offered by Corporate Training and Development includes title, course number, description of course, section number (if more than one section is being offered), instructor, location, time of class, and starting date. For registration, refer to title, course number, and section (if more than one class offered).

Many worthwhile programs of study are also available at local high schools. Your school district's Adult Education, BOCES, and VEEB programs, offer a variety of courses at all levels. For more information, contact your local school district.

COMPUTER SCIENCES

Computer Programming, Introduction to (FF00003 — 30 hrs)

Intended for those students who have had little or no exposure to computer programming and who intend to take programming courses devoted to a particular language.
Course includes: philosophies of programming, representation, presentation and transfer of information. problem analysis, program organization, coding and an introductioh to FORTRAN, COBOL, and PL/1.
Section I — Bernard Abrams, Room 111, Bethpage H.S., 5-7 p.m., Wed., Feb. 4
Section II — Martin Blyseth, Room 110, Bethpage H.S., 5-7 p.m., Mon., Feb. 2.

Computer Programming — COBOL (FF00001 — 30 hrs)

Covers the COBOL language and its application to business problems. Topics to be included are: organization of a COBOL program, fundamentals of flow charting, COBOL language structure and usage, review of compiler diagnostic messages, and class problems.
Prerequisite: Introduction to Computer Programming or equivalent.
Bernard Abrams, Room 112, Bethpage H.S., 5-7 p.m., Mon., Feb. 2.

Computer Programming — FORTRAN (Advanced) (FF01141 — 30 hrs)

An integrated course covering the applications and limitations of the IBM 1130 computer system with an introduction to IBM 360/75 system. Real time aspects of selected scientific and management information will be studied. Students will solve simple modeling and optimization problems utilizing the more advanced techniques in FORTRAN programming.
Prerequisites: First year college math and computer programming (FORTRAN) or equivalent.
Joe Vosefski, Room 111, Bethpage H.S., 5-7 p.m., Wed., Feb. 4.

ENGINEERING SCIENCES

Integrated Circuits for Engineers II (FF01143 — 30 hrs)

The course will provide a review of design parameters necessary in selecting ICs for high frequency application, such as: video amplifiers, IF amplifiers, and tuned circuits, application of ICs for arithmetic functions, and converts D to A and A to D. The objectives of the course will be to acquaint the engineer with the interpretation of various manufacturer IC specifications and assist in selecting the right IC to do a certain job. Selected design problems will be explored in class. Application of ICs to digital circuits will be emphasized. The application of FET, MOS, MOSFET, and SSI, MSI, and LSI, with concentration on practical aspects, such as voltage variable resistor is also included.
Prerequisite: Integrated Circuits I (a brief review of Integrated Circuits I will be conducted if necessary).
Val Sanford, Room 110, Bethpage H.S., 5-7 p.m., Tues., Feb. 3.

SKILLS DEVELOPMENT

Electricity I (FF00008 — 40 hrs)

This is the first in a series of courses in the Electrical-Electronics Training Program. Practical laboratory experiments, coupled with related theoretical concepts, develop proficiency in circuit fault-isolation of electronics equipment. Circuits constructed rapidly on vector boards are then tested and analyzed. Subjects covered in this course include: schematic diagram reading, electronics color codes, series and parallel circuits, and Kirchoff's laws. Basic electrical test instruments, such as volt, ohm, milliameters, and oscilloscopes, are used throughout.
Joe Hosek, Room 1, Calverton Training Trailer, 4:30-7 p.m., Wed., Feb. 4.

Electronics I (FF00010 — 40 hrs)

Power supply circuits and associated electrical-electronic components constitute the main subjects of this course. Operational theory and practice is provided in such circuits as: transformer and semiconductor power supplies, solid state logic, half-wave and full-wave supplies, voltage doublers, and solid-state bridges. Related math is taught, as required, with each experiment. Students also gain experience in the use of basic shop test-instruments.
Prerequisites: Electricity I and II, or equivalent experience.
John George, Room 1, Calverton Training Trailer, 4:30-7 p.m., Tues., Feb. 3.

Electricity II (FF00009 — 40 hrs)

This is the second in a series of courses in the Electrical-Electronics Training Program. Practical laboratory experiments coupled with related theoretical concepts develop proficiency in circuit fault-isolation of electronics equipment. Subjects covered include: schematic diagram reading, power supply circuits, filters, diode rectifier transformers. Basic electrical test instruments, such as volt, ohm, milliameters, and oscilloscopes, are used throughout.
Prerequisite: Electricity I, or equivalent experience.
Steve Biesiadecki, Room 4, Plant 39, 4-7 p.m., Mon., Feb. 2.

Electronics II (FF00011 — 40 hrs)

Electronic components are used to construct circuits such as logic gates, oscillators, and audio amplifiers. Familiarization of both vacuum tube and transistor is covered during the course for a more complete understanding of complex circuits. Standard electronic shop test instruments will be used throughout the course.
Prerequisite: Electronics I, or equivalent experience.
Robert Volino, Training Room, Great River Plant 44, 4:30-7 p.m., Mon., Feb. 2.

Electronic Shop Techniques (FF00307 — 40 hrs)

This course instructs basic skills necessary for an electronic shop assembly and fabrication technician. Included are nomenclature, tooling, material identification, and pertinent specifications used for electronic assembly and fabrication. Attendees perform related practice following demonstrations of methods and techniques by the instructor.
Bethpage H.S., P. Pantelis, Room 4, Plant 39, 4-7 p.m., Wed., Feb. 4.
Calverton Training Trailer, Room 6, Steve Kayne, 4-7 p.m.

Basic Blueprint Reading (FF00048 — 30 hrs)

Instruction covers the fundamentals of print reading, including interpretation of an engineering drawing, dimensions and tolerances, surface finishes, bill of materials, drawing notes, manufacturing processes, and aircraft terminology.
Section I — Bethpage H.S., Joe DeLorenzo, Room 113, 5-7 p.m., Tues., Feb. 3.
Section II — (night employees) Bethpage Plant 39, Joe DeLorenzo, Room 5, 2-4 p.m., Tues., Feb. 3.
Section III — Calverton Training Trailer, Room 3, Al Noy, 4:30-6:30 p.m., Wed., Feb. 4.
Section IV — Great River, Plant 44 Training Room, Les Elms, 4-6 p.m., Tues., Feb. 3.

PERSONAL DEVELOPMENT

Stenoscript Speedwriting — Advanced (FF01398 — 30 hrs)

This course is designed to help those already knowledgeable in Speedwriting fundamentals. The course will reinforce and broaden basic speedwriting skills achieved previously. Included will be a short review of basic speedwriting rules; then, primary focus will shift toward building speed and transcription ability.

Prerequisite: Stenoscript Speedwriting (Basic)
Fran Mills, Room 111, Bethpage H.S., 5-7 p.m., Tues., Feb. 3.

High School Equivalency (FF00016 — 60 hrs)

Instruction, review, and preparation for taking the High School Equivalency test. Areas of concentration: mathematics, science, English, social studies.
Prerequisite: 18 years of age or older; out of school at least one year.
Section I — Larry Graham, Room 114, Bethpage H.S., Mon., Feb. 2 (meets on Mon./Wed.).
Section II — Abe Pallas, Room 2, Training Complex (Plant 8), Calverton, 5-7 p.m., Mon., Feb. 2 (meets on Mon./Wed.).

Writing and Communication (FF01173 — 30 hrs)

This course is designed for those who really want their writing to communicate. Offered are little-known mechanics of organizing what you want to say; of saying it both effectively and efficiently; and of presenting it in an easy-to-read format. Six lextures combined with nine workshops to give you practice as well as theory.
W. Fleischhauer, Room 112, Bethpage H.S., 5-7 p.m., Tues., Feb. 3.

Typing, Beginners (FF00030 — 30 hrs)

For those who desire a skill in typing. Through regular classroom practice and drill, students will acquire the necessary keyboard control essential to good typing techniques.
Clare Weiner, Room 109, Bethpage H.S., 5-7 p.m., Tues., Feb. 3.

Reading Improvement (FF00020 — 33 hrs)

For the average or above average reader who wishes to read more efficiently. Through systematic classroom exercises, the student will increase substantially his or her reading speed and comprehension.
George Ballard, Room 116, Bethpage H.S., 5-7 p.m., Mon., Feb. 2 (meets Mon./Wed.).

Shorthand, Gregg Basic (FF00835 — 30 hrs)

This course, which is geared to the aerospace industry, will introduce the student to the basic shorthand concepts and accomplish dictation speeds up to 60-80 words per minute. It is intended for those who have little or no background in Gregg shorthand and is designed to introduce the student to basic concepts through dictation and transcription.
Yvonne Strickland, Calverton Training Complex (Plant 8) Room 1, 4:30-6:30 p.m., Mon., Feb. 2.

Wildcat on display in British museum

International sales of naval aircraft are nothing new to Grumman. The Avenger, Wildcat, and Hellcat are remembered fondly by naval aviators on both sides of the Atlantic, especially those pilots who flew in Britain's Fleet Air Arm during the bloody air battles of the Second World War.

The Wildcat, known to the British as the Martlet, served in the Atlantic and off North Africa during much of World War II. It is believed to be the first American plane in the Royal Navy, and maybe the world, to shoot down a German aircraft. This military milestone occurred over Scapa Flow on December 25, 1940. Amazingly, that historic craft still exists today, preserved along with the Royal Navy's other illustrious aircraft, in the Fleet Air Arm Museum at the Yeovilton Naval Air Station outside London.

The museum now draws over 100,000 visitors a year to view some 60 historic aircraft from World War I to recent years. There are relics of the Red Baron, dioramas showing the sinking of the Tirpitz, a medal collection, flight suits from the past and, of course, the aircraft themselves, three Grumman planes among them.

Besides the Martlet/Wildcat, the museum also has on display a Grumman AS4 Avenger and F6F Hellcat. Unfortunately, the Avenger is now falling victim to a problem that plagues air museums everywhere: lack of space. Although a major expansion effort is now in the works, the museum lacks funds to put many of its aircraft under cover, including the Avenger. These aircraft, the bulk of the museum's collection, must be parked outside on the concrete at the mercy of the English weather. For many of the planes it is already too late; for others, survivors of the fiercest air battles in history, there may still be time left to save them.

To supplement public funding which is inadequate, the Royal Navy must rely on contributions from naval aviation buffs everywhere. If you are interested in helping find a home for the museum's classic craft, please send your contributions to the Fleet Air Arm Museum, Royal Naval Air Station, Yeovilton, Somerset BA22 8HT, United Kingdom.

'Boomers' breaking records

The "Boomers" of VA-165 don't have to boast ... they let their record speak for them. So it's not surprising that they crowed just a little bit at the end of 1975 when they registered their seventh win—the last five in a row—during the medium attack tactical warfare wing monthly bombing competition at Whidbey Island. They topped off their skein with a clean-sweep in November's get-together of Air Wing 9 squadrons.

According to Lt. (jg) Sam Bacon, since beginning operations with the Grumman A-6E in February of '75, VA-165 has continuously established new records in system-bombing accuracy and the aircrews led by Cdr. Samuel (Buck) Belcher, skipper of the "Boomers", have been collecting all kinds of awards. In March, they were cited by Rear Adm. J.M. Tierney, then commander of the wing, for the best scores "ever attained", were the recipients in 1975 of the Chief of Naval Operations Safety Award for medium attack squadrons in the Pacific, collected the "Golden Anchor" award from the Commander in Chief of the Pacific Fleet for their leadership in career development. And aviation metalsmith Carlos Casarez, in a Pacific Naval Air fleet-wide competition, finished second in the selection of "sea sailor of the year" while aviation electrician Bill Cook won the "avionics-armament Intruder of the year" for those squadrons based at the Naval Air Station, Whidbey Island.

Enough said.

Togetherness. Split-second timing, pin-point accuracy is what they aim for, and members of VA-165 combined their talents to stand out in competition at Whidbey Island in '75. Here, displaying their 'clean sweep' symbols, are the 'Boomers' bombardier-navigators with skipper Buck Belcher: (L-R) Lt. (jg) Jamie Kelly, Lt. (jg) Denny Whitford, Lt. Cdr. Norm Haveman, Lt. (jg) Quin Young, Lt. Gary Morgan, Lt. (jg) Sam Bacon, Cdr. Buck Belcher, Lt. (jg) Jake Tschida, Lt. Cdr. D.C. Smith, Lt. (jg) Paul Kenney, Lt. (jg) Chic Merwine, Lt. Cdr. Ian Graham, Lt. Cdr. Bob Flynn, Lt. Glenn Germann, and (on ladder) Lt. (jg) Tom Snurka.

Record-breaker. A couple of months ago, Cdr. Dick Vosseller, skipper of VRF-31, the Navy's only ferry squadron, congratulated executive officer Cdr. Chuck Larzelere (R) and operations officer Cdr. Don Blish (L) on the 'Storkliners' 50,000 consecutive accident-free flight hours–an unprecedented ferry command record.

obituaries

JAMES J. MURPHY of P/S Digital Engineering, Plant 15, died November 1 at the age of 48. He had been with the company since 1962 and lived at 244 East 17th Street, Huntington Station.

WALTER J. HOFFMAN of GSE Mechanical, Plant 2, died December 5 at the age of 60. He had been with the company since 1952 and lived at 91 Twin Lawns Avenue, Hicksville.

JAMES A. MURPHY of Instrument Planning and Control, Plant 6, died December 5 at the age of 58. He had been with Grumman since 1942 and lived at 12 Mary Street, Miller Place.

HARRY GOLDBACH of Reproduction Services, Plant 25, died December 6 at the age of 60. He had been with the company since 1942 and lived at 2 Edwards Avenue, Hicksville.

WALTER KURPITA of Prototype, Plant 1, died December 8 at the age of 54. He had been with the company since 1944 and lived at 20 West Cortelyou Street, Huntington Station.

CHARLES H. FORMAS, manager of P/S Electronic/Electrical Engineering, Plant 5, died December 9 at the age of 44. He had been with Grumman since 1963 and lived at 25 Sutton Court, West Islip.

ALEXANDER CONTOSTAVLOS of Displays Instrument and Light, Plant 35, died December 15 at the age of 43. He had been with the company since 1965 and lived at 14 Wendy Lane, East Northport.

NEIL J. LOCKWOOD of Aircraft System Service, Plant 80, died December 23 at the age of 49. He had been with the company since 1947 and lived at 10460 Glenellen Avenue, San Diego, California.

STEPHEN F. LAWROW of B/P Warehouses, Plant 17, died December 28 at the age of 58. He had been with Grumman since 1943 and lived at 461 Farm Ranch Road East, Bethpage.

Table tennis tourney

Singles ☐ A ☐ B Doubles ☐ A ☐ B

Name ..... Perm. No. .....

Plant ..... Dept. ..... Ext. .....

Doubles partner

Will you be entering singles tourney, too? ☐ A ☐ B

Name ..... Perm. No. .....

Plant ..... Dept. ..... Ext. .....

Return to: GAA, Plant 30
no later than February 6

Announce table tennis tourney

The 32nd annual GAA table tennis tournament is slated to begin February 16 at Bethpage, Calverton, Great River, and Garden City facilities.

The more populated plants in the Bethpage area have begun to have its intra-plant tourneys to determine who will represent its plant in the annual competition. As in past years, there will be two Bethpage divisions: "A" for those players who finish first in the intra-plant tourneys; and "B" division for runners-up. Entrants from the smaller plants in Bethpage have the choice of entering either division.

All table tennis players wishing to enter this year's tourney must fill out the form below and return it to GAA, Plant 30 no later than Friday, February 6. Please note: all entrants from the Bethpage area must indicate whether or not they wish to play in the "A" or "B" division.

For additional information, contact Herb Mahoney in the Plant 30 GAA office on Ext. 2133 or 2269.

Center court champs. Dick and Molly Kline captured the first annual GAA Mixed Doubles tourney title by defeating Craig and Betty Langwost in the finals, 6-3, 4-6, 6-4. After a slow start, the tennis tournament which drew 31 teams finally came to an end last month. (Photo by Larry Van Wallendael)

GAA offers trip to Las Vegas; ski excursion on Feb. 27-29

Only 119 days from now, you could be in Las Vegas, the entertainment center of the world. The Grumman Athletic Association (GAA) is once again offering a four-day, three-night excursion to Las Vegas, Nevada, on May 14-17. On last year's trip over 300 Grumman employees, retirees, and members of their families journeyed to the desert oasis.

The $249 per person package includes:

- round trip transportation via TWA
- food and beverage aloft including open bar
- round-trip coach, transfer to and from airport and hotel
- accommodations based on double occupancy at the MGM Grand Hotel

The MGM Grand Hotel offers something for everyone: three showrooms, a movie theater, five private 24-hour all-weather tennis courts, and six 18-hole golf courses for hotel guests. Also located on the MGM Grand Hotel lot are two pools, saunas, steam rooms, an indoor solarium, and a Russian bath.

And, you shouldn't forget about trying your hand at the one armed bandit, the blackjack table, or the wheel of fortune. (Have no fear—should you lose your shirt, the package includes round trip transportation.)

Registration will take place on January 28 in the Plant 28 waiting room at 5:30 p.m. According to Bob Benn of GAA, a deposit of $100 per person is required at that time. Checks should be made out to: Travel Committee Inc.

Skiing on tap

GAA has also added a weekend ski trip to its 1976 agenda. On February 27-29, Grumman employees, retirees, and family members will have an opportunity to ski Northern Berkshires' Mt. Snow, Brodie Mountain, and Bousquet's.

The weekend package includes: round trip bus transportation; transportation to and from slopes; accommodations at the Sheraton Inn in North Adams, Mass.; snacks and beverages on arrival Friday night; breakfast and dinner Saturday and Sunday; ski instruction (minimum 2 hours daily); use of ski equipment rentals for weekend; wine and cheese bus ride; dancing and entertainment nightly; and all tips and taxes.

This entire ski package costs each person: $69.75 (four per room); $74.75 (three per room); and $79.75 (double occupancy). For further information, call GAA on Ext. 2133 or 2269.

Back on range again

The Grumman pistol teams are back on the range again. Of the six squads fielded by the Rod and Gun Club, four sport a winning record. But for the two losing pistol teams, life could be a little sweeter.

The Grumman "E's" are having difficulty in attaining a victory in the marksman division. They recently dropped matches to Old Bethpage, 1,025-836, and to Kollsman Instrument, 958-952. That brings the total to seven losses in as many matches.

To make matters worse, the Grumman "B" squad recently defeated them, 1,016-985. Top shooters for the victors were Joe Parisi, 259; and Marcello Longa, 255. The "B's" are sitting pretty with a 3-1 win-loss record thus far this season.

If it's any consolation to the "E's", the Grumman "C" sharpshooter squad is having trouble finding the winning notch, too. They dropped a match to Brookhaven National Labs, 1,023-928. The "C's" now stand at 1-3—but the season has just begun, right fellas?

The strongest team fielded by Grumman in the sharpshooter competition is the Grumman Gold. It recently racked up its fourth win by defeating Brookhaven National Labs, 1,094-1,023.

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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